

Message Text

CONFIDENTIAL

PAGE 01 ATHENS 02560 221010Z
ACTION EUR-12

INFO OCT-01 ISO-00 PM-04 SS-15 INR-07 INRE-00 SSO-00
EB-08 L-03 /050 W

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O 220915Z MAR 77

FM AMEMBASSY ATHENS

TO SECSTATE WASHDC IMMEDIATE 9604

INFO AMEMBASSY ANKARA IMMEDIATE

C O N F I D E N T I A L ATHENS 2560

STADIS////////////////////////////////////

E.O. 11652: GDS

TAGS: PFOR MARR TU GR US

SUBJ: FLIGHTS ACROSS THE AEGEAN

REF: A. STATE 61911; B. STATE 61912

WE APPRECIATE YOUR EFFORTS TO RESOLVE THIS ISSUE BUT CONTINUE TO BELIEVE THE RECOMMENDATION WE MADE IN ATHENS 2166, WITH WHICH EMBASSY ANKARA ALSO CONCURRED (USDAO ANKARA 0296 DTG 140905Z MAR 77), I.E. THAT THE NOTAM 714 REPORTING LINE AND MANDATORY REPORTING POINTS BE DELETED FROM U.S. AIR CHARTS, REMAINS VALID. IN YOUR FURTHER CONSIDERATION OF THIS MATTER WE BLIEVE THE FOLLOWING SHOULD BE TAKEN INTO CONSIDERATION IN ADDITIONAL TO POINTS WE HAVE MADE PREVIOUSLY.

A. THE LINE AND REPORTING POINTS REQUESTED BY TURKISH NOTAM 714 WERE FIRST INCLUDED IN U.S. FLIGHT CHARTS LATE LAST YEAR ALTHOUGH TURKISH NOTAM 714 WAS ISSUED IN AUGUST 1974. IN THE INTERIM, WE ARE NOT AWARE OF ANY TURKISH COMPLAINT OR PROTEST THAT WE IGNORED NOTAM 714.

B. MOREOVER, AS WE UNDERSTAND IT, THE INFORMATION BASED ON TURKISH NOTAM 714 WAS INCLUDED ON U.S. AIR CHARTS AS A RESULT
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OF U.S. INITIATIVE (FOR REASONS WE DO NOT KNOW) AND NOT BECAUSE OF TURKISH INSISTENCE OR PRESSURE.

C. IN OCTOBER 1976 TURKISH AIR TRAFFIC CONTROL AUTHORITIES REQUESTED THAT U.S. AIRCRAFT APPROACHING IZMIR NOTIFY THE IZMIR AIR TRAFFIC CONTROL (ATC) OF THEIR POSITION WHEN THEY WERE 50 MILES OUT FROM IZMIR (WHICH IS EAST OF THE NOTAM

714)8,3). NO REFERENCE WAS MADE TO NOTAM 714 NOR HAVE THE TURKISH AUTHORITIES, AS FAR AS WE KNOW HERE, CREATED AN ISSUE OVER THE REPORTING PROCEDURES WE HAVE BEEN FOLLOWING IN THIS RESPECT.

D. THE GOG AIR TRAFFIC AUTHORITIES ARE THE AUTHORITY RECOGNIZED BY THE ICAO AS HAVING RESPONSIBILITY FOR AIR TRAFFIC CONTROL OVER THE AEGEAN.

E. THE EXPLANATORY NOTE ON U.S. AIR NAVIGATION CHARTS CONCERNING TURKISH NOTAM 714 AND THE SUBORDINATE NOTE CONCERNING GOG NON-RECOGNITION OF NOTAM 714 ARE NOT EVEN-HANDED. MOREOVER, THEY ARE MISLEADING IN THAT THEY APPEAR TO GIVE PRECEDENCE TO THE TURKISH NOTAM AT THE EXPENSE OF RECOGNIZED AND ESTABLISHED ICAO PROCEDURES WHICH RECOGNIZE THE ATHINAI FIR. (IN OTHER WORDS, THE EXPLANATORY NOTE SHOULD HAVE (1) POINTED OUT THAT THE ATHINAI FIR HAS RESPONSIBILITY FOR AIR TRAFFIC CONTROL OVER THE AEGEAN, (2) NOTED THAT IN AUTUSUT 1974 THE GOT ISSUED TURKISH NOTAM 714, (3) ADDED THAT THE GOG THEN ISSUED NOTAM 1018 DECLARING NOTAM 714 INVALID, AND (4) EXPLAINED THAT THE MATTER REMAINED UNRESOLVED BETWEEN THE GOG AND THE GOT.

THE GOG HAS MADE IT CLEAR TO US THAT IT WILL AUTHORIZE U.S. AIRCRAFT TO FLY DIRECTLY ACROSS THE AEGEAN THROUGH CLOSED AIRWAYS IN EXCEPTIONAL CASES PROVIDED, HOWEVER, THAT GREEK NOTAM 1018 IS FULLY OBSERVED. THIS MEANS THAT ANY REPORTING BASED ON THE PROVISIONS OF TURKISH NOTAM 714 WILL BE CONSIDERED TO BE A VIOLATION OF NOTAM 1018. IN ADDITION, CONFIDENTIAL

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THE GOG HAS NOW PROTESTED TO US IN WRITING THE FACT THAT U.S. AIR CHARTS CONTAIN INFORMATION BASED ON TURKISH NOTAM 714, REQUESTING THAT WE TAKE APPROPRIATE ACTION TO CORRECT THE SITUATION (BEING REPORTED THROUGH DAO CHANNELS.)

G. FOR OVER TWO YEARS WE HAD NOT PROBLEM OVER TURKISH NOTAM 714 AND OUR CURRENT DIFFICULTIES HAVE ARISEN AS A RESULT OF THE RECENT INCLUSION IN U.S. AIR CHARTS OF INFORMATION BASED ON NOTAM 714, LEADING PILOTS TO MAKE MANDATORY REPORTING CALLS IN ACCORDANCE WITH THE CHARTS.

H. BECAUSE OF THE BACKGROUND OF THIS MATTER AS OUTLINED ABOVE, THE GREEKS VIEW OUR RECENT RECOGNITION OF TURKISH NOTAM 714, MORE THAN TWO YEARS AFTER THE FACT, AS A SUDDEN POLITICAL TILT TOWARD TURKEY IN THE AIR SPACE CONTROVERSY, AND NOT AS A ROUTINE TECHNICAL NON-POLITICAL ACT. KUBISCH

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Message Attributes

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Disposition Approved on Date:
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